This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (cancelled)

Claim 2 (original): ~~Method in accordance with Claim 1, characterized by the fact that~~ The method in accordance with claim 21, wherein the predetermined target progression is stored in the form of at least one target ~~characteristic, in particular~~ characteristic in a retarder control unit.

Claim 3 (currently amended): ~~Method in accordance with Claim 1, characterized by the fact that~~ The method in accordance with claim 2, wherein the comparison is performed by the retarder control unit.

Claim 4 (currently amended): ~~Method in accordance with Claim 1, characterized by the fact that~~ The method in accordance with claim 2, wherein the predetermined target progression comprises two target characteristics, namely, an advance warning characteristic and an immobilization characteristic, ~~whereby~~ wherein the temporal progression of the detected actuating pressure is compared with both characteristics or is first compared with the warning characteristic and in the case of a braking torque decrease predetermined by the actuating pressure control circuit upon the exceeding of the warning characteristic and in the case of a braking torque increase predetermined by the actuating pressure control circuit upon the falling below of the warning characteristic, the temporal progression of the detected actuating pressure is then compared with the immobilization characteristic, and upon the exceeding of the warning characteristic of the predetermined braking torque decrease [[and up]] or upon the falling below of the warning characteristic in the case of the predetermined braking torque increase a warning is issued; and upon the exceeding of the immobilization characteristic in the case of the predetermined braking torque decrease and upon the falling below of the immobilization characteristic in the case of the predetermined braking torque ~~increase a~~

~~future activation of the retarder by a user, in particular the driver~~ <u>increase, a future activation</u> <u>of the retarder by the operator</u> of the vehicle, is prevented.

Claim 5 (currently amended): ~~Method in accordance with claim 2, characterized by the fact~~ ~~that~~ <u>The method in accordance with claim 2, wherein</u> the target characteristic, of which there is at least one, is stored based on specific design data of the individual motor vehicle system and variable, detected state data of the motor vehicle system and/or the environment.

Claim 6 (currently amended): ~~Method in accordance with claim 2, characterized by the fact~~ ~~that~~ <u>The method in accordance with claim 2, wherein</u> the target characteristic, of which there is at least one, is stored as an adaptive characteristic based on [[the]] operating data detected at the beginning of the vehicle ~~operating time~~ <u>operation</u>.

Claim 7 (currently amended): ~~Method in accordance with claim 2, characterized by the fact~~ ~~that~~ <u>The method in accordance with claim 2, wherein</u> the comparison comprises the comparing of the times between two predetermined actuating pressure points of the ~~detected~~ temporal progression of the <u>detected</u> actuating pressure and of the predetermined target characteristic, of which there is at least one.

Claim 8 (currently amended): ~~Method in accordance with claim 2, characterized by the fact~~ ~~that~~ <u>The method in accordance with claim 2, wherein</u> the comparison comprises the comparing of the actuating pressure gradients at predetermined actuating pressure points of the ~~detected~~ temporal progression <u>of the detected actuating pressure</u> and of the predetermined target characteristic, of which there is at least one.

Claim 9 (currently amended): ~~Method in accordance with claim 2, characterized by the fact~~ ~~that~~ <u>The method in accordance with claim 2, wherein</u> at least a first target characteristic of the minimum actuating pressure and a second target characteristic of the maximum actuating pressure are stored.

Claim 10 (currently amended): ~~Method in accordance with claim 9, characterized by the fact that~~ The method in accordance with claim 9, wherein a braking torque increase of [[a]] the retarder is monitored, and the first target characteristic is created based on a minimum possible pressure in an air brake reservoir for working fluid of the retarder, and the second target characteristic is created based on a maximum possible pressure in the air brake reservoir.

Claim 11 (currently amended): ~~Method in accordance with claim 1, characterized by the fact that~~ The method in accordance with claim 21, wherein a deactivation process of the retarder is monitored.

Claim 12 (currently amended): ~~Method in accordance with claim 1, characterized by the fact that~~ The method in accordance with claim 21, wherein a braking torque reduction of the retarder is monitored at a predetermined braking torque.

Claim 13 (cancelled)

Claim 14 (currently amended): ~~Method in accordance with claim 2, characterized by the fact that~~ The method in accordance with claim 2, wherein the comparison is performed by the retarder control unit.

Claim 15 (currently amended): ~~Method in accordance with claim 3, characterized by the fact that~~ The method in accordance with claim 3, wherein the predetermined target progression comprises two target characteristics, namely, an advance warning characteristic and an immobilization characteristic, ~~whereby~~ wherein the temporal progression of the detected actuating pressure is compared with both characteristics or is first compared with the warning characteristic and in the case of a braking torque decrease predetermined by the actuating pressure control circuit upon the exceeding of the warning characteristic, the temporal progression of the detected actuating pressure and in the case of a braking torque increase predetermined by the actuating pressure control circuit upon the falling below of the warning characteristic is then compared with the immobilization characteristic, and upon the

exceeding of the warning characteristic of the predetermined braking torque decrease [[and up]] or upon the falling below of the warning characteristic in the case of the predetermined braking torque increase a warning is issued; and upon the exceeding of the immobilization characteristic in the case of the predetermined braking torque decrease and upon the falling below of the immobilization characteristic in the case of the predetermined braking torque increase a future activation of the retarder by a user, in particular the driver increase, a future activation of the retarder by the operator of the vehicle, is prevented.

Claim 16 (currently amended): Method in accordance with claim 3, characterized by the fact that The method in accordance with claim 3, wherein the target characteristic, of which there is at least one, is stored based on specific design data of the individual motor vehicle system and variable, detected state data of the motor vehicle system and/or the environment.

Claim 17 (currently amended): Method in accordance with claim 4, characterized by the fact that The method in accordance with claim 4, wherein the target characteristic, of which there is at least one, is stored based on specific design data of the individual motor vehicle system and variable, detected state data of the motor vehicle system and/or the environment.

Claim 18 (currently amended): Method in accordance with claim 3, characterized by the fact that The method in accordance with claim 3, wherein the target characteristic, of which there is at least one, is stored as an adaptive characteristic based on [[the]] operating data detected at the beginning of the vehicle operating time operation.

Claim 19 (currently amended): Method in accordance with claim 4, characterized by the fact that The method in accordance with claim 4, wherein the target characteristic, of which there is at least one, is stored as an adaptive characteristic based on [[the]] operating data detected at the beginning of the vehicle operating time operation.

Claim 20 (currently amended): Method in accordance with claim 5, characterized by the fact that The method in accordance with claim 5, wherein the target characteristic, of which there

is at least one, is stored as an adaptive characteristic based on [[the]] operating data detected at the beginning of the vehicle ~~operating time~~ operation.

Claim 21 (new): A method for monitoring a braking torque modification of a retarder for a motor vehicle, the braking torque modification being controlled by an actuating pressure control circuit comprising a pressure sensor that is connected in said circuit, the method comprising:

dynamically detecting the actuating pressure of the retarder by means of the pressure sensor that is connected in the actuating pressure control circuit;

comparing an actual temporal progression of the detected actuating pressure with at least one predetermined target temporal progression of the actuating pressure; and

issuing a warning and/or preventing a future activation of the retarder by an operator of the vehicle based on whether predetermined criteria have been fulfilled resulting from the comparison of the actual temporal progression and the at least one target temporal progression.

Claim 22 (new): A method for monitoring a braking torque modification of a retarder for a motor vehicle, comprising installing a pressure sensor in an actuating pressure control circuit of the retarder and dynamically monitoring actuating pressure for error detection.

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